

Presentation Agenda

1. Hearing Called to Order (6:30 PM)
 - Introduction of Project Team
 - Hearing Comment Process
 - Hearing Purpose
 - Project Location and Description
 - Overview of the Environmental Documentation Process

2. Review of Design Information
 - Purpose and Need
 - Alternatives
 - Proposed Design
 - Maintenance of Traffic
 - Right-of-way Requirements
 - Estimated Project Schedule

3. Conclusion
 - Public Comment Reminders
 - Wrap-Up / Closing

4. Public Statement Session

5. Informal Session

Adjournment

PROJECT DESCRIPTION

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is proposing to proceed with an HMA Minor Structural Overlay project on State Road (SR) 38, for approximately 10.75 miles, from 1.07 miles east of I-65 to the north junction of SR 38/US 421 in Tippecanoe and Clinton County, Indiana. Specifically, this project is located in Sections 2, 3, 4, 9, 10, 11, 12 and 13 of Township 22 North, Range 3 West in Tippecanoe County and Sections 13, 14, 15, 16, 17, 18, 20, 21, 22, 23 and 24 of Township 22 North, Range 2 West and Sections 18 and 19 of Township 22 North, Range 1 West in Clinton County.

Purpose and Need

The need for this project is due to the poor structural, physical, and operational condition of the existing pavement. The pavement has moderate to severe transverse and longitudinal cracking, moderate rutting and raveling at random locations throughout the travel lanes. In addition, the roadway has inadequate shoulder widths and various sections of the existing sidewalk and curb ramps within the Town of Mulberry do not meet the American with Disabilities Act (ADA) standards.

The purpose of this project is to enhance the long-term integrity of the roadway pavement, improve lateral structural support of travel lanes, improve pedestrian access within the Town of Mulberry, and address rutting of the pavement on the SR 38 corridor.

Existing Conditions

SR 38 has a single travel lane in each direction. Pavement width is approximately 24 feet consisting of two 12-foot lanes and 0-10 feet wide shoulders of various materials. This section of SR 38 is classified as a two-lane Rural Minor Arterial and Collector on a non-National Highway System route. The project limits located within the town of Dayton are designated as an urban area boundary. Posted speed limits along the project corridor range from 30-55 miles per hour (MPH).

The minimum usable shoulder width for this project varies from 8 feet to 3 feet in width. Existing side slopes vary from 2:1 to 4:1 with roadside ditches. The rural cross section along SR 38 consists of two 11-foot to 12-foot lanes bordered by 3-foot to 6-foot paved shoulders. The roadside ditches are intermittent along the north and south sides of the SR 38 corridor. The ditches are U-shaped with variable V-shaped ditches of varying depth and slope. The south fork of the Wildcat Creek is within the project limits of the town of Dayton. Adjacent land uses are residential, agricultural, and light industrial

Proposed Improvements

The preferred alternative seeks to enhance the long-term integrity of the roadway pavement, improve lateral structural support of the travel lanes, improve pedestrian access within the town of Mulberry, and address rutting of the pavement on the SR 38 corridor; therefore, meeting the purpose and need of this project. This project has been split into six sections, each includes either full depth reclamation or a mill and overlay based on existing conditions, traffic counts, INDOT route classifications and surrounding land use. In addition, each section involving full reclamation will include 2 ft. paved and 1 ft. aggregate shoulders. The project limits extend from Adams Road within the eastern limits of the town of Dayton to US 421.

- Section 1 is from Adams Road to 0.1 miles east of the Dayton Cemetery
 - Section 1 will include full depth reclamation of the travel lanes and construction of 2 ft. paved and 1 ft. aggregate shoulders.
- Section 2 is from 0.1 miles east of the Dayton Cemetery to 50 feet east of E. 350 S.
 - Section 2 will involve a mill and overlay of the travel lanes and both shoulders.
- Section 3 is from 50 ft. east of E. 350 S. to 200 feet west of West Street in Mulberry.
 - Section 3 will include full depth reclamation of the travel lanes and the construction of 2 ft. paved and 1 ft. aggregate shoulders. In addition, some areas within this section will include 4 ft. shoulders and guardrail will be installed.
- Section 4 is from 200 feet west of West Street to 750 feet east of Park Street in Mulberry and is broken up into two parts.
 - Section 4, Part 1 is located in a residential area and Section 4 Part 2 is located in a commercial area
 - Section 4 involves a mill and overlay of the travel lanes and both shoulders
- Section 5 is from 750 feet east of Park Street in Mulberry to 800 feet east of N. 500 W.
 - Section 5 includes full depth reclamation of the travel lanes and construction of 2 ft. paved and 1 ft. aggregate shoulders
- Section 6 is from 800 feet east of N. 500 W. to the north Junction of SR 38/US 421
 - Section 6 includes full depth reclamation of the travel lanes and construction of 2 ft. paved and 1 ft. aggregate shoulders.
 - In two sections there will be full depth reclamation of the travel lanes with 4 ft. paved shoulders and the installation of guardrail.

Based on the above information, the preferred alternative will meet the project purpose and need to address the long-term integrity of the roadway pavement, improve lateral structural support of the travel lanes, improve pedestrian access within the Town of Mulberry, and address rutting of the pavement on the SR 38 corridor.

Impacts to water resources will be necessary to complete this project. Thirteen (13) stream segments are located within the project limits (Table 2). Total impacts to jurisdictional stream features will equal 429 linear feet of impacts for the replacement and/or rehabilitation of the existing structures and the placement of riprap.

Table 2.

Jurisdictional Stream	Permanent Impacts (LFT)	Impact
South Fork of Wildcat Creek	-	-
UNT 1	-	-
UNT 2	80	Replace the structure, Riprap
UNT 3	26	Headwalls, Riprap
UNT 4	-	-
UNT 5	16	Extend the structure
UNT 6	101	Replace the structure, Riprap
UNT 7	10	Extend the structure

UNT 8	71	Replace the structure, Riprap
UNT 9	11	Line the structure, Headwalls, Riprap
UNT 10	54	Replace the structure, Riprap
UNT 11	52	Replace the structure, Riprap
UNT 12	8	Extend the structure

Only minor impacts in the amount of 0.007 acre will occur to wetlands. Permanent impacts will be necessary to Wetland C due to the replacement of Structure No. 922, a 30" CMP with the addition of pipe end sections, as well as the installation of riprap scour protection.

Maintenance of Traffic during Construction

The Maintenance of Traffic (MOT) for this project will require a full or partial closure allowing access for local traffic and utilizing an official detour route for all truck traffic. If SR 38 is to be closed, the official detour route from west to east would utilize I-65 north to SR 26 to US 421/SR (approximately 21.1 miles) or I-65 south to SR 28 to US 421/SR 39 (approximately 24.3 miles).

Right-of-Way

This project will require approximately 50.83 acres of permanent right-of-way from residential, commercial, agricultural, and cemetery properties. The project will also require 0.04 acre of temporary ROW from the Dayton Cemetery at the west end of the project limits within the town of Dayton.

The permanent right-of-way to be acquired will include 18.10 acres from residential properties, 0.14 will be acquired from commercial properties, 32.55 acres will be acquired from agricultural properties, and 0.04 acre will need to be acquired from the Dayton Cemetery.

Estimated Project Schedule

The anticipated schedule following today's public hearing is...

- Environmental Document Completion – April 2021
- Completion of the Design Phase – December 2021
- Project Letting – Winter of 2021
- Construction to Begin – Spring of 2022
- Note – Construction estimated to be completed by Fall of 2023

Public Comment Reminders

- Mail comments to Jason Rowley at Hanson Professional Services, Inc., 6510 Telecom Drive, Suite 210, Indianapolis, IN 46278
- Email comments to jrowley@hanson-inc.com or SHeck@indot.in.gov
- Please ensure that comments are postmarked no later than **April 5, 2021**
- All comments will be reviewed, evaluated, and given due consideration during the decision making process